

A FEARFUL CALAMITY.

TOTAL WRECK OF THE WHITE STAR STEAMSHIP ATLANTIC.
OVER 700 LIVES LOST.

BOUND TO HALIFAX FOR FUEL—THE SHIP DRIVEN HEADLONG TO DESTRUCTION—MEN, WOMEN, AND CHILDREN INGULFED IN THE WATERS—A HORRIBLE SCENE—STORY OF A SURVIVOR.

The White Star steamer Atlantic, with over 1,000 men, women, and children on board, was wrecked on the coast of Nova Scotia, yesterday morning about 2 o'clock. Of this large number of people only about 250 were saved. It is estimated that more than 750 persons perished in the sea; some were drowned in attempting to reach the shore; but more went down in the cabins of the ill-fated ship.

The Atlantic was bound from Liverpool to New-York, with about 800 steerage passengers, and 50 in the cabin. These, with the crew, make up the full complement of people on the ship. The First Officer seems to be the only officer of the ship who is lost. The Captain and others of the command are among the saved. We have a full narrative of this dreadful disaster from the lips of the Third Officer. It appears that the steamer was short of coal; heading for Halifax, she went ashore on Meagher's Rock, Cape Prospect, 22 miles from the Port of Halifax. The ship struck, careened, and sunk, carrying hundreds down with her. This is the most terrible sea-disaster of the century. It is impossible to exaggerate the horrors of the event. The simple story is heartrending.

THE FIRST STARTLING REPORT.

THE GREAT DISASTER BRIEFLY SKETCHED—SHORT OF COAL—ASHORE ON THE ROCKS—GREAT SACRIFICE OF HUMAN LIFE.

HALIFAX, N. S., April 1.—This city was thrilled to-day, on learning that the steamship Atlantic of the White Star line had been totally wrecked, off Cape Prospect, this morning, with 1,000 men, women, and children on board. The Atlantic was from Liverpool for New-York, March 30; running short of coal, she made for Halifax; when about twenty miles from this port, off Cape Prospect, at 2:30 a. m., she ran ashore on Meagher's Head. Of the 1,000 or more people on board, only 250 succeeded in reaching the shore. The remainder, including all the women and children, were swallowed up in the roaring sea or went down in the ship. The Captain and Second and Third Officers were saved. The First Officer was drowned.

The receipt of the news caused the most intense and painful sensation. The agents of the Cunard Company at once sent a steamer to the scene of the disaster, a government steamer accompanying her. Their assistance can be of no avail, as the Third Officer, who arrived here at 5:30 this afternoon, says the ship and cargo are a total loss.

"THE STORY OF THE WRECK."

THE SHIP SHORT OF COAL—MAKING FOR HALIFAX—A GALE AND RAIN-STORM—ON THE ROCKS—THE SINKING SHIP AND HER SLEEPING PEOPLE—THE STRUGGLE IN THE WATERS.

HALIFAX, N. S., April 1.—This afternoon a report current that a steamer had been wrecked on the coast, and several lives lost, was first regarded as a cruel "April Fool" hoax. But this evening the Cunard agents here received news that it was all true, and that only a little of the truth had been told; the fact being that the White Star steamer Atlantic, Capt. Williams, from Liverpool for New-York, while coming into this port for coal, struck on Meagher's Rock, near Prospect, 22 miles west of Halifax, and became a total wreck. Of about 1,000 souls on board, upward of 700 were drowned.

The third officer, Brady, arrived in this city this evening. He says that the Atlantic left Liverpool on the 23d of March, with upward of 800 steerage passengers and about 50 cabin passengers. The steamer experienced boisterous weather during the passage, but all went well until noon on Monday, the 31st of March, when the supply of coal became nearly exhausted. The Captain determined to put into Halifax. The Captain and third officer were on deck until midnight. The position was then judged to be Sambre Light, bearing N. N. W. 59 miles. The Captain then went into his chart-room, leaving orders to be called if there was any change of the vessel's position.

Brady went to bed about the same time as the Captain. The next thing that he remembers is that he was thrown out of his bunk, and he felt the ship strike several times. He then rushed on the deck and found the Captain and officers there, and the deck full of passengers. He got an ax and commenced to clear away a boat. The Captain and the other officers were busy doing the same thing. Brady got his boat out and put two women in it. A number of men attempted to get into it, and about a dozen succeeded. Just at that moment the steamer fell over on her beam ends, and sank.

Only one boat had been got out, and that was carried down by the steamer, and all in it were lost. Brady scrambled into the mizen rigging, which was above the water, and, seeing that he could do nothing there, he then went forward and unrove the halliards, being assisted by Quartermasters Speakman and Owen. Brady then took the halliards and all three swam to the rock, and then a line was hauled ashore and a number of the passengers landed by it. A number had got on the rock, but, as the tide was rising, their position was no better than on the vessel. Just then the fishermen on shore came out in boats and rescued those on the rock and a large number from the rigging.

Brady remained at the scene until noon to-day, when all who were alive on board had been saved, except the chief officer, Mr. Frith, who was in the rigging shouting for help. Brady says he tried to get a crew to go to the rescue of Frith, but the sea was so heavy that nobody would volunteer. Altogether about 250 persons were saved, including Capt. Williams, also the fourth officer, Mr. Brown, the doctor, and several of the engineers and sailors. Not a single woman or child was saved. Most of

them, as well as hundreds of the men, were drowned in their berths.

The steamer struck about 2 o'clock this morning. The weather at the time was dark, but not thick, and the sea rough. Steamers are going down to-night to render what assistance they possibly can. All the people saved from the wreck with the exception of Brady are still at Prospect, where the fishermen are giving them all the attention they possibly can.

A DETAILED NEWSPAPER ACCOUNT.

Following is the account of the disaster which will be published by *The Halifax Chronicle*, to-morrow morning, April 2:

It is our painful duty this morning to record the most terrible marine disaster that has ever occurred on our coast—the loss of a great ocean steamship, with about 750 lives. Yesterday afternoon a report became current that a steamer had been wrecked somewhere on the coast and one or two lives lost. The report was regarded as one of the canards put afloat on All Fools' Day, and little regard was paid to it. Soon the report became more definite, and we knew that the steamer Atlantic of the White Star Line was ashore near Prospect, and that several lives had been lost. Even yet the public were inclined to regard the story as a malicious hoax. A little later, however, it became known that the report was well founded, and that but a small part of the truth had been told, the fact being that the Atlantic had been wrecked on Meagher's Rock, near Prospect, 22 miles west of Halifax, and out of about 1,000 souls on board 750 were lost. Need we say that the terrible announcement created a profound feeling of horror throughout the community.

THE THIRD OFFICER'S STORY.

Having ascertained that one man from the wrecked ship had arrived in town, a reporter went in search of him and found him in an eating-house in Upper Water-st. He proved to be Mr. Brady, third officer of the Atlantic, bruised, worn, and almost speechless after the terrible events of the morning. He was, as might be expected, in no condition to talk; nevertheless, he cheerfully consented to answer the reporter's questions and gave such information as he could.

The Atlantic, Mr. Brady said, left Liverpool on Thursday, March 30, for New-York, touched at Queenstown the next day to receive the mails and passengers, after which she started on her voyage across the ocean. She had a full cargo of general merchandise, and a very large number of passengers. Mr. Brady could not give the precise number, but thought there were more than 800 in the steerage, and about 50 in the cabin. These, with her crew, would probably make the total number not less than 1,000 souls. She was commanded by Capt. James Agnew Williams.

Rough weather was experienced, but nothing worthy of note occurred until noon on Monday, the 31st, when the coal being short, Capt. Williams resolved to put into Halifax for a supply. The captain and Mr. Brady had the night watch up to midnight, when they were relieved by the chief and fourth officers. At that time they judged that Sambre light bore N. N. W. 59 miles. The sea was rough and the night dark. The chief and fourth officers having taken charge, Mr. Brady went below and turned into his room to lie down. What occurred between midnight and 2 o'clock, the time of the disaster, Mr. Brady cannot tell, as he was sleeping. He was awakened and thrown out of his bunk by the shock when the steamer struck. She struck heavily three or four times. Mr. Brady ran up to the deck and found it full of passengers. He found an ax and with it commenced to clear away the starboard life-boat. He observed that the captain and the other officers were engaged in clearing the other boats. Mr. Brady succeeded in getting his life-boat out. This was the only boat launched, and it had no sooner touched the water than a crowd made a rush to get into it. Brady had to use force to prevent them crowding in. He put two women and about a dozen men into it, and also got in himself. Just then the steamer fell over and sank. The boat, with its living freight, was carried down with the steamer, and all in it were drowned except Brady.

The hull of the steamer became almost totally submerged, and only the bow and the masts remained above water. The greater part of the passengers were in their rooms below at the time, and were immediately drowned. Indeed, so soon after striking did the steamer sink that many of the passengers were no doubt sleeping peacefully.

These unfortunate people were all in blissful ignorance of what was going on around them, and passed into eternity without a struggle.

Of those on deck, numbering several hundreds, many were washed overboard when the ship fell over, and their cries for help, as they struggled in vain for life, were most heartrending. Many, however, had taken refuge in the rigging and on the bow, and were still living, but with the prospect of almost certain death before them, for they knew not where they were and were in momentary expectation of the ship sinking further and engulfing them all.

Even as they were clinging in desperation to the rigging, with the sea washing them continually, their situation was most trying, and every few minutes some of them, benumbed by the cold and exhausted from their struggles, loosed their hold and perished.

Two steamers left here at 1 a. m. to-day for the scene. There will be nothing further until they return.

SOME OF THE PASSENGERS.

Inasmuch as the lists of passengers are in the English office, it will be impossible for many days to ascertain the names of the lost. As the steamer was a favorite with the New-York public, it is probable that many of the passengers were hastening to their homes in this city when the steamer met her doom. Many of the passengers doubtless had advised their friends on this side of their intention to sail with the steamer, and so the announcement of the disaster will fill many households with grief and terrible apprehension this morning. Among others who are known to have taken passage on the steamer are the following:

Mr. and Mrs. Merritt and their two daughters of Fifth-ave., in this city.
W. P. Scrymgeour of No. 300 Fifth-ave. has two sisters on board the Atlantic, whose arrival he has been anxiously expecting.

THE AGENT'S STATEMENT.

MEAGHER DETAILS OF THE DISASTER RECEIVED AT THE COMPANY'S OFFICE—THE CAPTAIN AN EFFICIENT OFFICER.

On receiving dispatches announcing that the steamer Atlantic of the White Star Line on her passage from Liverpool to this port had gone ashore at Meagher's Head, near Halifax, Nova Scotia, a reporter of *The Tribune* called last evening at 9:30 o'clock upon J. H. Sparks, agent of the line at this port, to obtain whatever particulars he might have received of the accident. Mr. Sparks stated that he had received up to that hour two dispatches from Samuel Cunard & Co., agents of the line at Halifax, one at 5:30 p. m., and the other about an hour later, stating that Third Officer Brady of the Atlantic had arrived there and reported that

his steamer, while short of coal and endeavoring to put into Halifax to obtain a new supply, had gone ashore on Meagher's Island, which is situated about 30 miles from Halifax, but at what hour was not stated. Assistance was immediately sent out from Halifax to the scene of the disaster to render whatever relief might be possible under the circumstances.

The dispatches were very meager in details, and merely told that upward of 250 of the passengers had been saved, including, it was thought, Capt. Williams, the commander of the steamer. No other names were mentioned, and Mr. Sparks said that he was unable even to give with any certainty the names of any one on board, as the passenger list was made up at the port whence the steamer sailed, and the officers and crew were so subject to change on each trip that he could keep no trustworthy register of them. Of the number on board, or what proportion was lost, he was also uninformed, but thought that the extent of the loss of life was considerably exaggerated.

A copy of the passenger list is expected by the next mail, due here in a few days, upon the receipt of which he will be able to give fuller particulars concerning those on board. How much damage had been done the vessel and cargo he could not yet determine from the accounts received, but they stated that none of the cargo had yet floated, which he considered as good evidence that the steamer was still whole. Mr. Sparks expressed the fullest confidence in Capt. Williams, who is one of the very oldest officers engaged in the North Atlantic service, and whom he characterized as a most able seaman; and he felt assured that everything possible would be done by him to save life and property. The Atlantic, he said, sailed from Queenstown on Friday, March 21, and was due here at the present time.

When asked to give his theory as to the disaster, in the absence of dispatches, Mr. Sparks said:

"Well, it is almost idle to speculate. The Atlantic was built in compartments, and was probably as strong a ship as any crossing the Atlantic. I can then only conjecture that the lights at Halifax were mistaken for other lights, the ship went on the rocks—the coast near Halifax is very rocky—and soon after, owing to the heavy weather which prevailed, shifted off and sank in deep water."

"The company," he added, "was organized four years ago, and she was the second ship built. The papers and books being all in my office, I cannot now say what her dimensions were. I can safely say that no captain crossing the Atlantic enjoyed a better reputation for ability than he. He has been in the trans-Atlantic trade for the past 11 years, and is looked upon as a most experienced captain."

THE WRECKED SHIP.

THE HISTORY AND DIMENSIONS OF THE STEAMER ATLANTIC.

The Oceanic Steam Navigation Company, owners of the White Star Line to which the ill-fated Atlantic belonged, is a British corporation, organized about three years ago for the purpose of trading with this port. It has a wharf in Jersey City, adjoining Pavonia Ferry, and an office in Broadway. The vessels of the line are now as follows:

Ship	Tonnage	Captain
Oceanic	3,707	E. J. Watts
Boile	3,707	Charles W. Kennedy
Republic	3,707	Benjamin Goodell
Adriatic	3,707	Hamilton Perry
Celtic	3,888	W. H. Thompson
Germania	3,707	Charles Goodell
Britannic	3,707	(Building)

The Atlantic sailed on her first voyage to this port from Liverpool, on the 16th of June, 1871, and arrived here on the 20th, having made the run in 10 days and a few hours. She had been preceded by the Oceanic—a magnificent vessel with which she corresponded in size, design, and adornment. She was 3,707 tons burden, British measurement, and her dimensions were as follows: Length, 440 feet; beam, 47 feet; depth of hold, 33 feet. She had four masts, six water-tight bulkheads, and was fitted with steam steering gear of an improved description. This gear obviated the labor of tugging at the wheel in strong weather; one man standing on the bridge could move a lever which a child could control, and by regulating the movement according to the points of a dial before him he could direct the vessel to the right or left or maintain a steady course. An index moved across this dial, which would at once indicate if the helm was in the right direction, or if the gear was out of order. It is possible that this apparatus was brought into action during the disaster which resulted in the destruction of the Atlantic. Its use anyhow implies that the company availed itself of the latest invention for directing and controlling the course of its steamships.

The Atlantic was fitted with 11 boilers and 4 cylinders, on the compound principle—an improvement in machinery applied only within the last two years to transatlantic vessels. The ordinary compound engine consists of two cylinders, one high pressure, and the other low pressure, but the Atlantic had four cylinders, by means of which great economy was effected in fuel, the average daily consumption being only 45 tons of coal. The engines were registered at 5,000 horse-power, and were warranted to stand a pressure of 70 pounds to the square inch.

The Atlantic was fitted for general trade, and was capable of accommodating 1,200 passengers. Her main saloon extending the whole length of the vessel, with its gilded corners, brilliant mountings, bronzed statues, and marble chimney-pieces, carved furniture and dark red cushions, equaled if not surpassed in its general appearance and newness any other vessel in the transatlantic service. It was fitted with electric bells, which were also placed in the berths of all the saloon passengers. The berths were luxuriously furnished, and contained the latest improvements devised for the comfort of sea voyagers. The emigrants' quarters were spacious, well ventilated, and fitted in a comfortable and substantial manner.

Capt. Digby Murray, previously of the Oceanic, commanded the Atlantic on her first voyage, but after some time Capt. James Agnew Williams was placed in command of her.

The Atlantic was built by Harland & Wolf of Belfast, and was one of the few iron steamships which indicate the revival of ship-building in Ireland. Late in the evening the report came from the Telegraph office that the Atlantic was lost with a large number of passengers. The rumor, which would have stricken terror to the hearts of the public, was too surely authenticated, and the wires told the story briefly, but with sufficient certainty to give the facts of an appalling disaster. The dispatch to the agent of the line came from the third officer of the ship, who was among the rescued passengers taken to Halifax by the Cunard mail steamer. His story of the disaster was simply that the ship had run ashore off Meagher's Head, which is about 30 miles from Halifax, to which port the steamer was heading, being short of coal. There were many women and children among the passengers, most of whom are reported lost.

As the news spread to the hotels there was great excitement among the guests, many of whom had friends upon the steamer, and all details were eagerly sought for, as it seemed so certain that few of the crew or passengers could have been saved by the steamer giving assistance, and it was evident from the tone of the dispatch that the third officer had become separated from his fellow officers, of whom no tidings were given.

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Jersey City and inquired when the Atlantic might be expected there, but could obtain no information whatever concerning her whereabouts. The Company's employees at the wharf had not received any news of the disaster at that time. A *TRIBUNE* reporter made inquiries at the Company's dock in Jersey City as late as 10 o'clock, but could obtain no information there, the men being in utter ignorance of the disaster. As the steamers of this line carry the mails from but not to this country, no mail matter has been lost.

Intense excitement was caused last night by the receipt at Capt. Busch's hotel, Hoboken, of a dispatch announcing the loss, off Nova Scotia, of the Atlantic.

THE SCENE OF THE WRECK.

The scene of the wreck was on Meagher's Rock or Head, the extreme point of Prospect Cape. According to the official charts, the Head is laid down as lying in latitude 44° 26' N., longitude 63° 43' W. It is a very prominent cape, 70 feet high, and forms the western limit of Penant Bay, the entrance to which is three miles wide and about two miles deep. This little bay is very much encumbered with rocky shoals and irregularly shaped islands, but it frequently affords shelter to coasting vessels, whose masters are thoroughly acquainted with the passage between them. The land at the head of the bay is rising gently, the highest point, called Hospital Hill, rises fully 250 feet above the level of the sea.

Cape Prospect is sometimes confounded with Meagher's Head. The Cape forms the west side of Bristol Bay, and lies some three or four miles south of Prospect Harbor. The harbor itself, like all of the little bays along this portion of the coast, is encumbered at its entrance by a cluster of small islands. At the back of these lies a considerable inlet called Parker's River.

Prospect Harbor is well known to navigators acquainted with this coast as a very dangerous port, as it wears at its entrance, right off Meagher's Head, a very rugged and broken appearance.

Whenever rough weather occurs the reefs, though submerged, are very dangerous, and must have been doubly so in such a heavy gale as that encountered by the Atlantic.

Right off Cape Prospect, or the Head, lies a long rock, commonly 70 feet under water. Its position is due south of the Head, and nearly one-third of a mile from the shore. It is believed that it was this rock that caused the wreck of the Atlantic.

SOME NOTABLE WRECKS OF LATE YEARS.

The Amazon, a West India mail steamship, left Southampton, on her first voyage, on the 2d of January, 1872, and the morning of January 4 was destroyed by fire at sea, about 110 miles W. S. W. of Scilly. The accident was ascribed to the spontaneous ignition of combustible matter placed near the engine-room. Of the 161 persons on board, 102 perished by fire or drowning; 21 persons were saved by the life-boat of the ship, 25 were carried into Breck harbor by a Dutch vessel, and 13 others were picked up in the Bay of Biscay by a Dutch galley. Eliot Washburn, a distinguished writer in general literature, was among the lost.

The Arctic, left Liverpool Sept. 20, 1871, and came into the English Channel during a dense fog, on the 27th of September. She was built at New-York in 1850, by Wm. H. Brown, at a cost of \$700,000; and was insured, exclusive of cargo, for about \$600,000; the cargo was insured for \$300,000. She was of 5,850 tons register, and had boats sufficient for 500 persons. The passengers and crew numbered 430 persons, of whom about 307 were lost.

The Breckhead, an English troop-ship, from paddle-wheel, and of 556 horse-power, sailed from Queenstown, Eng., Jan. 7, 1872, for the Cape of Good Hope, and struck upon a pointed pinnacle rock off Simon's Bay, South Africa, on or about the 26th of February following. She had on board detachments of the 12th Lancers, 2d, 4th, 12th, 48th, and 69th Regts, 73d, 74th, and 91st Regiments, making, with the crew, a total of 638 persons, 416 of whom perished.

The Pacific, a Collins steamer, left Liverpool for New-York in January, 1865, with 181 persons on board, and was never heard from. She was supposed to have struck on an iceberg.

The Anstria, a British steam-ship, sailed from Hamburg on the 2d and Southampton on the 4th of September, 1858, with 538 persons on board, and was burned in the middle of the Atlantic on the 13th; only 67 persons were saved. The fire originated through carelessness in fueling the vessel. The non-heated chain too hot, resulting in setting the tar on fire when dipped into it. The chain was allowed to fall, and tipping the bucket of tar over, the flames spread rapidly, exploding the magazines and setting fire to everything combustible. A French bark, the Maurice, was passing, and succeeded in rescuing 67 persons.

The St. Paul, Capt. Pennard, an English vessel from Hong Kong to Sidney, Australia, with 327 Chinese emigrants, was wrecked on the island of Rossel Sept. 30, 1858. The captain and eight of the crew left the island in search of assistance, and were picked up by the schooner Prince of Denmark. The French steamer Styx was dispatched to the island and brought away one hundred of the Chinese on the 25th of January, 1859. All the rest had been massacred and devoured by the natives.

The Pomona, an American ship, Capt. Merriwell, left Liverpool April 27, 1859, for New-York, with a crew of 40 men and 397 passengers, and early the next morning, before daybreak, struck on Blackwater Bank, on the Irish coast, mistaking a revolving light at that point for the Tuskar light. Of the 437 persons on board only 24 were saved.

The Royal Charter, a British screw-steamer, Capt. Taylor, was totally wrecked off Meagher's Head, on the coast, on the night of Oct. 25, 1859, 46 lives being lost.

The Lima, an American bark, with emigrants, was wrecked off Barbours on the 17th of February, 1860, about 100 lives being lost. The *Blanche* Net, containing the children of Henry I. of England and a large number of children was wrecked on the same rock Nov. 25, 1120, 363 lives being lost at that time.

The Luna, an American emigrant vessel, was wrecked on the rocks of Barbours, Feb. 19, 1860, and about 100 lives were lost.

The Hungarian, a new British mail steamer, was wrecked off the coast of Nova Scotia on the night of Feb. 19, 1860, and all on board, 205 persons, were lost.

The Anglo-Saxon, a British mail steamer, was wrecked in a dense fog on the coast of Cape Race, Newfoundland, April 27, 1861, about 271 out of 446 lives were lost.

The London, a British steamer, on her way to Melbourne, founded in the Bay of Biscay on the 11th of January, 1865, and 220 persons were lost, among whom were Capt. Martin, Dr. Wooley, Principal of the University of Sidney, and G. V. Brooke, the tragedian.

This magnificent steamer of the White Star Line adds one more to the long array of noble vessels which have been lost along our Atlantic coast, among the more prominent of which in late years, from the appalling circumstances attending their destruction and the sad fate of so many of their passengers, will be remembered the *Evening Star*, the *Central America*, the *City of Boston*, and the *San Francisco*.

FOREIGN NEWS.

PROBABLE MINISTERIAL CRISIS IN DENMARK.
COPENHAGEN, Tuesday, April 1, 1873.

The Folkething, the Lower House of the Rigsdag, has passed a vote declaring a want of confidence in the Danish Ministry.

THE DISORDERS IN SPAIN.

MADRID, Tuesday, April 1, 1873.
A force of Carlists, under command of the chieftain Caecilia, made an attack on Vinaros, province of Castellon de la Plana, yesterday. After a short contest, the insurgents were defeated by the Republican troops and fled in disorder before the town.

Notwithstanding the efforts of the authorities at Barcelona to preserve the peace in that city, disorder has occurred. The populace, enraged at the disaster at Berga and other outrageous acts of the Carlists, attacked several Catholic churches and seriously damaged the sacred edifices.

The Curé of Santa Cruz was surprised, yesterday, and narrowly escaped capture. Several of his men were taken prisoners.

BAYONNE, Tuesday, April 1, 1873.
Señor Elio, who was the director of the Carlist Committee here, eluded the local authorities, who had orders for his arrest, and crossed into Spain on Saturday last.

THE PARTISAN CHARTER.

IMPORTANT ACTION OF THE SENATE.

THE APPOINTING POWER GIVEN TO THE MAYOR—MESSRS. STEBBINS, VAN NOIT, HENRY SMITH, AND E. DELAFIELD SMITH TO BE RETAINED—THE CHAMBERLAIN'S TERM OF OFFICE TO BE FOUR YEARS—FIVE POLICE COMMISSIONERS INSTEAD OF FOUR.

(BY TELEGRAPH TO THE TRIBUNE.)

The Senate has been in Committee all day on the Charter. This morning, Mr. Woodin withdrew his proposition to vest the appointing power in the Presidents of the Boards of Aldermen and the Mayor, and offered as a substitute for Mr. Lowry's proposition, to allow the Mayor to appoint, and the Aldermen to confirm, but retaining in the office the Commissioner of Public Works, the Presidents of the Board of Police and Park Commissioners, and the Corporation Attorney. This amendment was carried without a division.

D. P. Wood moved to substitute for retention the Controller in place of the Corporation Attorney. The motion was lost by a vote of 12 to 12. Mr. Chatfield offered to add the Controller to the four officers retained, which was also lost by a vote of 12 to 13. Mr. Wood had previously moved to retain no one in office, which was lost by a vote of 7 to 13.

Mr. Lowry moved to strike the President of the Board of Police Commissioners from the officers retained. The person who now fills that office is Henry Smith, for several years a member of the old Board of Supervisors, of which Mr. Tweed was President. During the latter part of the existence of that board Mr. Smith was chairman of the committee which audited and reported many of the fraudulent bills for plumbing, furnishing, and other work on the New Court-house. He is also well known as the President of the Bowling Green Savings Bank. Mr. Lowry's motion received three votes only.

In the evening, on motion of Mr. Woodin, the term of office of the Chamberlain was made four years instead of two, and the number of Police Commissioners was increased to five.

The above changes include all the amendments of any consequence which have been made to the Charter to-day. Ineffectual attempts were made to transfer the control of the streets and avenues above Fifty-ninth-st. from the Commissioner of Public Works to the Commissioners of Parks, and to give the Department of Public Works to three Commissioners. The discussions were not very spirited, and call for no particular mention. Senators Palmer, Johnson, and Sorensen were absent in the morning, though they all appeared before the Senate adjourned to-night. It is quite possible that Mr. Green may be retained when a vote is taken by Yeas and Nays in a full Senate. According to current opinion here, Messrs. Murphy, Bliss and Davenport have been badly beaten, though some of them pretend to be satisfied with the action of the Senate. It is regarded as a little strange that O'Brien voted for the retention of Controller Green and Weismann for that of Henry Smith.

According to the action of the Senate, to-day, and to well authenticated reports of the proceedings of the caucus, last Wednesday night, Henry Smith has more friends in the Senate than either of the others who are to be kept in office. On the other hand, some Republicans in the House say they will never vote for the Charter if Smith is to be permitted to continue in the Police Board. They say he attempted to create a "row" in the Republican Convention at Syracuse, two years ago, and that his reputation is so bad that his retention will injure the party through the State.

All sorts of speculations are indulged in as to the ultimate fate of the Charter, some saying that the Custom-house men will attempt to kill it, especially if Green is retained; others that some new plan of appointment will yet be brought forward, and others still that Messrs. Bliss and Davenport will carry their points by some juggle in a conference committee.

There is, however, a strong party in the Assembly in favor of accepting the Senate amendments and getting rid of the Charter as speedily as possible. They urge that the hundred days have almost expired; that most of the important business of the session remains untouched and that it is impossible at the best to pass a charter which will last more than 12 months. Things are as badly mixed as ever, the only assured fact being that the managers on the part of the Custom-house signally failed to carry out their designs and have seriously jeopardized their supremacy in the councils of the party.

AN AMENDED TWENTY-SEVENTH SECTION FINALLY ADOPTED—CONTROLLER GREEN DISCUSSED.

[GENERAL PRESS DISPATCH.]

ALBANY, April 1.—The special order, the New-York Charter, was taken up in the Senate, this morning, and Mr. Woodin stated that when the Charter was up on Friday last, he offered an amendment to the 27th section, which he desired to withdraw, and offered the following instead:

"The Board of Aldermen, and by and with the consent of the Board of Aldermen, appoint the heads of all departments and all commissioners, save the Commissioner of Public Instruction, as well as all members of any board or commission authorized to superintend the erection or repair of any building belonging to or to be paid for by the city, whether named in any law or appointed by any local authority, and also all members of any other local board and all other officers not elected by the people whose appointment is not in this act exempt or otherwise provided for. The present incumbents of the offices of Counsel to the Corporation, President of the Board of the Police, and the Department of Public Parks shall continue to hold and occupy their respective offices until the end of the term thereof, unless sooner removed as herein provided."

The amendment was carried.

D. P. Wood moved to further amend by striking out the latter half of the section. Lost.

D. P. Wood regretted to see an indication among certain Senators to destroy all the work of reform which had been perfected the last few years in New-York. He was pained to hear the Senator from the 13th (Mr. Madden) make insinuations against Mr. Green during the debate last week.

Mr. Madden—No insinuations. They were assertions. Mr. Wood—Then why not be more manly, and make direct charges which he may meet and answer? He hoped Mr. Green would be retained, and so moved. Lost, 12 to 12.

Mr. Graham moved that the name of Mr. Green be added to the ones retained. Lost.

Mr. Lowry moved to strike out the President of the Police Board. Lost.

The question recurring on the 27th section as amended by Mr. Woodin, it was adopted.

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